New Cutoff, Two and One-Half Miles rough, and, after traversing it for in Length, Now Open to the Public.

Federal Aid Secured for the Work by the American Auto Association. New Cutoff Starts Near Occoquan. sable, Complete Work by June 1.

by the Washington Post, as follows:

Chippawamsie Swamp, which lies 13.7

Turning here the going was very

This two and one-half miles of road, wrong road. which, has perhaps been a greater thorn in the sides of motorists touring

Boon to the Tourist. to go south from Washington over the Washington-Richmond Road without the dread of spending the night in the swamp, as many have done in the past. This road, the Washington-Richmond Highway, is the main artery of travel, or, rather, will be, between the North and South. The road dates back to the days before the Civil War. due largely to the fact that it

Leaving Occoquan, the party decided to take the short route down and return by what is known as the longer of taking the first turn beyond Occoquan to the right, they continued on to the about two and one-half miles a very bad nill was encountered. Dropping BRIDGES READY FOR AUTOS ford the worst piece of going on the spring right on the side of the hill. water from which flows onto the

Compelled to Make Detour.

After getting about half-way up the Mirginia motorists and tourists from other States who contemplate tours which endrace the highway frot. Rich-down the nill and make decided to back down the nill and make a decided to back which embrace the highway frot. Richmond to Washington, will be glad to down the nill and make a detour of about two miles over onto the other chippawamsie. Swamp can be avoided by a new cutoff road, two and one-half miles in length, which is now ready for me. The elimination of the lad stretch of highway is described by the stretch of highway is described.

on Washington on the Wash- rough for the next mile and a half, havigton-Richmond highway, and is no. ing been badly cut up by wagon or knowledged to be the worst piece of ex-cart tracks. Once back on the main road in the United States by every one road again the remainder of the route who has traversed it, is no more. The to Dumfries, with the exception of one wo and one-half miles of road which bill, was plain sailing. At Dumfries Horses as been under construction for about in tead of keeping straight ahead they a year, and which obviates this worst turned left across the narrow-gauge is open to the public. The road is not two miles the road is all that can be ject taking precedence over all others completed as yet and will not be en- asked. At the end of this distance a in the minds of thinking Americans totirely finished until June 1, but the turn to the right is made, there being bridge across Chippawamsic Creek at a store on the left. It is well to watch the lower end of the road and the this point closely, as they are also bridge across Quantico Creek at this working the road to Quantico, three end of the stretch are finished, and cars miles distant, which branches off here, will be permitted to pass over them and unless one is careful they are lia- and with the food situation greatly ble to become confused and take the

From here on to Chippawamsic North or South, than any other stretch is in this country, no matter what its length, has been the cause of many motoring parties either not coming to throwing open for use due entirely to the determined into tractors to draw the washington on their way South, going instead by the valley route or abandoning the trip altogether.

To finish the road which they are now transformed into tractors to draw the washington on their way South, going the fact that the detour is well nigh impassable. All that remains to he done is to put on the top-dressing, all our food producing power. the grading being completed. Reyond The opening of this stretch insures this and on to Richmond the way is the motorist that now he will be able clear sailing.

SIMPLIFIED LESSONS ON

Continued From Seventh Page.) produce enough to sustain ten men a Q. Kindly explain how you would hook up a generator and coil and ammeter in a double-wire method.

Droduce enough to sustain ten men a year.

Statistics as to the number of horses that could be released from city service by the adoption of this method

back to the days before the Civil War, but, due largely to the fact that it traverses a squarely settled portion of Virginia, it has been neglected. It was not until a public subscription to build it was started by the American Automobile Association, who succeeded in also getting Federal aid for the work, that any attempt to improve it was made.

Trip Over New Route.

A trip over the route was made last week by a representative of this puper, in company with representatives of the Association. A Saxon six-eylinder touring car was used. The start was made from Washington about 10 o'clock in the morning. To Occoquan the road was all that could be asked. Fart of it is macadam paid sthe genainder a sand-clay road, which the norm ing. To Occoquan the road was all that could be asked. Fart of it is macadam paid sthe genainder a sand-clay road, which the pipes is a little proper which to rough, but nothing more than can be expected of a road of this nature which

There's No "Water" In

The Price of the

GRANT SIX

THE accepted standard depreciation of most cars the first year is 40%. This

does not mean that the car has lost 40% of its actual value but simply that as a used car it has lost its "prestige" value. It may have been run only 2000 miles and is still

It is significant that the first year depreciation on the Grant Six is only 20% or less.

The used car value of the Grant Six is higher than that of any car in its price class because there is no "water" in its price to

No other car is so economical. Grant Sixes

average 20 miles to gallon of gasoline (some owners

say 25) and 900 miles to a gallon of oil. Records

of 10,000 miles on standard tires are not uncommon.

If you buy any car on the basis of greatest

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good for ten times that many miles.

start with.

some belt fasteners. Ilko a leather belt?

A. I doubt that joining the belt and cutting as you suggest, wilk work out well, with heart in the belt by moving the lically all care have a methan for doing this, it your fan is held on an arm, you that you care the properties of as to tighten the belt. When the differential will care have a methan for doing this, if your fan is held on an arm, you write an expansion of the large lumber companies of the large lumber companies of the large that you care the state of the large lumber companies of the large that you can be the differential of a car having a complete the large and the life of a car having a far having a far having a complete the large that the l

CHANGE OLD TOURING

CARS INTO TRACTORS es Now Used for City Hauling Could be Put to Work on

l'arms. Conservation of resources is a sub-

few months' time, at small expense, no hardship to anyone, a profit to all relieved-seems almost unbelievable But this possibility had only to be suggested to one live automobile dealer to have it put into practice the

same day.

There are scattered over this coun-

the acres of idle farming land through-out the country could greatly increase our food producing power.

Incidentally they could be earning some of their own "board and keep." Most horses cat three times a day, With oats at \$2 a bag and hay at \$25 a ton—a horse is an expensive inxury for city haufing in these days, it takes an average of five acres of PROPER CARE OF AUTOS ground to feed a horse. This same ground planted to food for man would

convenience.

When the demand for gasoline was small, the proportion taken from the crude oil was also small. As the demand increased, new methods of production increased the proportion of gasoline at the expense of kerosene, and doubtless still more efficient methods will produce a satisfactory fuel from a still greater proportion of the crude oil. rude oil.

If the demand should shift to kero-

if the demand should shift to kerosene, the incentive for an improved
method of manufacture would be removed, and the kerosene would have to
bear a much greater proportion of the
income to be derived from the crude
oil. Hence, the low cost of kerosene
is due solely to its limited use.
Furthermore, the proper burning of
kerosene is a function of the motor,



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BIG STEEL MILL COMING

Steel-Working Establishment in Sight-Plans Completed.

Several Have Been Produced, but They Bon't Appear to Take Hold.

Kerosene as a fuel for automobiles is not a new proposition. Not long ago an interesting serial story appeared in a popular weekly, woven anough the invention of a kerosene carburetor. As a matter of fact, there have been a number of practical kerosene carburetors. As a matter of fact, there have been a number of practical kerosene carburetors produced, but they don't seem to take hold, nor to appear to fill a long-feit want.

According to Charles Rayfield, engineer of the Rayfield. CHATTANOOGA, TENN., May 5 .- C.

the erection of the steel plant, but these plans were temporarily halted by the death of the most important associate of Mr. James.

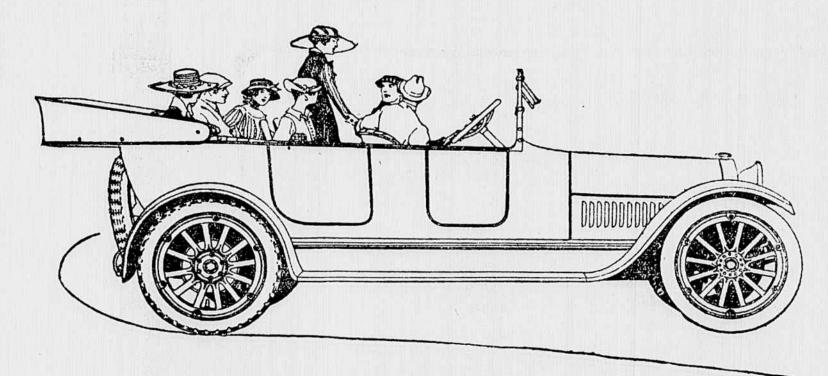
It is planned to take the output of El James, president of the Chatta-considering the erection of a furnace especially to supply the new steel mill.

Mud Pulls

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Studebaker inspections are rigid and exacting in the extreme.

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This means ECONOMY.

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This means still higher quality and still greater economy.

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